

CHINA

THE



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4351. 第二十六年七十七百八千英

HONGKONG, TUESDAY, JUNE 12, 1877.

日二初月五年丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. LEGG, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C., BATES, HENRY & CO., 4, Old Jewry, E. C., SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 183, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

CHINA.—SLOCUM, QUINCH & CAMPBELL, Amoy, WILSON, NICHOLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. HEMMICK & CO., Macao, L. A. DA GRADA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars, RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.
Deputy Chairman—F. D. SASOON, Esq.
E. R. BRILLIUS, Esq. (WILHELM REINER,
W. H. FORBES, Esq.,
Hon. W. KESWICK, Ed. TOWN, Esq.
A. MOLVER, Esq.)

CHIEF MANAGER, Thomas JACKSON, Esq.
Manager, Shanghai, EVER GASKIN, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLADY

ON Current Deposit Accounts at the rate
of 1 per cent. per annum on the daily
balance.

ON Fixed Deposits :—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, March 28, 1876.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

CAPITAL, £300,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts, and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

FOR SALE.

LANE, CRAWFORD & CO. have just received an Invoice of COPE, BROTHERS & CO.'S TOBACCOES and CIGARETTES.

COPE'S GOLDEN CLOUD,
COPE'S BRISTOL BIRD'S EYE,
COPE'S SMOKING MIXTURE.

COPE'S PEERLESS CIGARETTES.

COPE'S BOUQUET CIGARETTES.

COPE'S FAIRY CIGARETTES.

COPE'S FANCY BRILLIANTS.

COPE'S WHIFFS.

Hongkong, May 28, 1877.

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LANE, CRAWFORD & CO. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs. M. B. FOSTER & SONS, (CHIEF AGENTS, in ENGLAND for Messrs. BASS & CO.), are prepared to Supply ALICE and STOUT of their Bottling at \$2 per Case of 8 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubted, and L. O. & CO. confidently recommend it.

Hongkong, May 28, 1877.

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FOR SALE.
CUTLER, PALMER & CO.,
Celebrated
Brands of WINES and SPIRITS.

Apply to STEMSSEN & CO.

Hongkong, June 12, 1877.

For Sale.

FOR SALE, THE IRON SCREW STEAMER "ALBAY".

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIN & CO., under special Survey of LLOYDS, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & CO., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1876, when NEW SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHARFO DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendicularly, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons. CLASS.—Built to Class 100 A at Lloyd's. Rig.—Brig Rigged.

CARGO CAPACITY.—About 8,000 piculs, or 620 tons Measurement (40 feet).

DRAFT.—Eight feet; Loaded 12 feet.

SPEED.—Eight knots on consumption of 81 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coal.

CABIN.—Under Awning Deck at saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

Machinery.

A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemere Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 8 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.
Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & CO., Dumbarion, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

HENRIOT & CO.'S CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDER & CO.'S CHAMPAGNE, Carte Blanche.

JOHN DURAN & CO.'S CLARETS and WHITE WINES.

STAUNTON & KENTISH'S PORTS and SHERRIES.

MOULLON & CO.'S COGNACS, 1, 2, 3 Stars.

BLANCHY FREIRE & CO.'S COGNACS.

JUSTUS LEMBKE & CO.

Hongkong, April 9, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—BY ERNEST JOHN ETTE, Ph.D. Tübingen.

PRICE: TWO DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & CO., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Intimations.

PIANOS, ETC.

TUNED AND REPAIRED,
BY
A. HAHN,

Care of Messrs LANE, CRAWFORD & CO.,
or

Messrs CHAS. J. GAUT & CO.

Hongkong, June 8, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office

are requested to furnish the Underwritten with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profit reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims of Alterations will be subsequently admitted.

JARDINE, MATHEISON & CO.

General Agents.

Hongkong, May 1, 1877.

Intimations.

NOTICE.

THE DEPARTURE of the Pacific Mail Steamship Co.'s Steamer "ALASKA," is unavoidably Postponed to MONDAY, the 18th Instant, at 3 P.M.

RUSSELL & CO., Agents.

Hongkong, June 11, 1877.

Intimations.

NOTICE.

THE BANKRUPTCY ACT 1869.

In the AMOY COURT of Bankruptcy held at AMOY, FRIDAY, 1st June, 1877.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN THOMAS ALBERT ALEXANDER, of AMOY.

NOTICE is hereby given that a First General MEETING of the CREDITORS of the above-named Person has been summoned to be held at the Office of Her Majesty's Consul, AMOY, on the Twentieth Day of June, at Two o'clock in the Afternoon precisely.

GEO. PHILLIPS, Registrar.

Dated at AMOY, June 1, 1877.

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THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHEW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of INDIA and the EAST.

BRILLY & CO., Agents.

Hongkong, May 21, 1877.

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NOTICE.

THE THOROUGH CORRESPONDENT and ARITHMETICIAN Desires an ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 26, 1877.

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NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 22nd Instant, both days inclusive.

By Order of the Board of Directors,

OLYPHANT & CO., General Agents.

Hongkong, June 11, 1877.

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NOTICE.

THE Transfer BOOKS of this Company will be OPENED from the 23rd to the 25th Instant, both days inclusive.

By Order of the Board of Directors,

OLYPHANT & CO., General Agents.

Hongkong, April 16, 1877.

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NOTICE.

FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREEN, are authorized to Sign the name of our Firm per Procurator at FOOCHEW, and Mr F. F. EWELL at AMOY.

RUSSELL & CO., Agents.

China, June 1, 1877.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MEDICINES AND PARFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1877.

NOTICE.

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has
This Day been Transferred to THE
MARINE INSURANCE Co., of 20, Old
BROAD STREET, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE CO.
20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STEELING
RESERVE FUND, £340,000.

WITH Reference to the foregoing Adver-
tisement THE MARINE INSUR-
ANCE Co. has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT Co., and has Appointed
Mr A. MCIVYER as its AGENT in Hong-
kong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept
Bills and issue Policies on behalf of the
MARINE INSURANCE CO. by any First Class
Steamer.

A. MCIVYER,
Agent of the Marine Insurance Co. of
London.
Hongkong, February 16, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:

Rosina, American 3-m schooner, Capt.
C. W. Hansen—Arbold, Karberg & Co.

TULLOCHGORUM, British 3-m schooner,
Captain Mason—Wieder & Co.

HANNAN LAW, British ship, Captain R.
Greig—P. & O. S. N. Co.

VESTA, German barque, Captain R.
Dirks—Meichner & Co.

HANNAN & MARY, British barque, Capt.
A. Smith.—Order.

FORMOSA, German barque, Captain
Schwartz—Meichner & Co.

BARBARA TAYLOR, British schooner,
Captain John Taylor—McEwen, Fricksel
& Co.

HIERONIMUS, British brig, Capt. T. A.
Koch—Landstein & Co.

ECHO, British barque, Captain Tozer—
Arbold, Karberg & Co.

ROSE HENDERSON, British barque, Capt.
John J. Gunn—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, Capt.
D. S. Goodell—P. & O. S. N. Co.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. HOOGLY.

NOTICE.

CONSIGNEES of Cargo per S. S.
Gange, from London, are hereby in-
formed that their Goods will be landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signee before To-day, at 8 p.m., request-
ing it to be landed here.

Bills of Lading will be countermanded by
the Undersigned.

Goods remaining unclaimed after SATUR-
DAY, the 16th Instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUVEY,

Agent.

Hongkong, June 11, 1877.

BARQUE CHINAMAN, FROM
LONDON.

THIS Vessel having arrived, Consignees
of Cargo are requested to send in their
Bills of Lading to the Undersigned, for
countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, May 21, 1877.

To-day's Advertisements.

FOR AMOY AND TAIWANFOO.

The British Steamer
"HOLYWOOD,"

A. MCIVYER, Master, will be
despatched for the above Ports
TO-MORROW, the 13th Instant, at 4 p.m.
For Freight or Passage, apply to

VOGEL, HAGEDORN & Co.

Hongkong, June 12, 1877.

To-day's Advertisements.

FOR AMOY, TAIWANFOO & TAMSUL

The Steamship
"TAIWAN"

Captain M. YOUNG, will be de-
spatched for the above Ports on
THURSDAY, the 14th Instant, at Noon.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, June 12, 1877.

SPANISH CONSULATE.

TO BE SOLD by PUBLIC AUCTION, at
the Office of the Marine Department,
Manila, on the 6th day of September next,
at 10 o'clock A.M., the Spanish War Vessels

"BERENGUELA" and "CIRCE"
(declared by the Government "useless for
further service")

Conditions of Sale, Inventory, Form of
Tender, and all other Particulars respecting
the above, can be obtained at the Offices of
this Consulate.

The upset Prices of the Vessel will be
for the

Frigate "BERENGUELA" ... \$20,926.98

Corvette "CIRCE" ... \$ 5,278.27

and no offer will be received which does not
exceed these amounts.

A. FARASUDO,
Consul for Spain.

Hongkong, June 12, 1877.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell
by Public Auction, in their Sale
Room, Praya Central, on

FRIDAY,

the 15th June, 1877, at Noon.

ELECTRO-PLATED CRUET
STANDS, Tea Sets, Cake Baskets,
Butter Dishes, Sardine Boxes, Ear-rings,
Brooches, Bracelets, Cotton Socks, and
Stockings, Tooth Brushes, Butcher's
Knives, Cork-screws, Watch Glasses,
Spectacles, Cash Boxes.

Jams, Jellies, Mustard, Tart Fruits,
Cheese, Condensed Milk.

Also,

5 casks Soda Crystals.

20 cwt. White Zinc.

20 cases Old Tom.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.17.

The Lot or Lots, with all faults and errors

of description, at purchaser's risk on the

fall of the hammer.

Hongkong, June 12, 1877.

SHIPPING.

ARRIVALS.

June 12, Amoy, British steamer, 814,

G. H. DREWES, Shanghai June 7, General

SIEMSEN & Co.

June 12, Hoi Chong Ching, Chinese gun-

boat, from Canton.

June 12, Ajax, British steamer, 1649,

Alex. Kidd, Shanghai May 22, and Foo-

chow June 10, Tea.—BUTTERFIELD &

SWIRE.

June 12, Fuyew, from Canton.

DEPARTURES.

June 11, Christian, for Chefoo.

11, Carricks, for London.

11, Bertha, for Coimpong (Cochin
China).

11, Hannah & Mary, for Falmouth.

11, Fernandina, for Saigon.

11, Formosa, for Newchwang.

12, Japan, for Newchwang.

12, Montgomeryshire, for Saigon.

12, Matura, for San Francisco.

12, Tiber, for Yokohama.

12, Michelle Selchan, for Turon.

12, Norma, for Swatow.

12, Olympia, for Saigon.

CLEARED.

THINGVALLA, for Saigon.

WODAN, for Saigon.

GOLDEN HORN, for Saigon.

MAGRCOR, for Saigon.

YOTUNG, for Holow.

Barbara Taylor, for Foochow.

Gaston Auger, for Foochow.

PASSENGERS.

ARRIVED.

Per Amoy, from Shanghai, Mrs Brown,

Mr Raphael, 1 European, and 66 Chinese.

Per Ajax, from Foochow, 3 Chinese.

DEPARTED.

Per Tibre, for Yokohama, Mrs Kawick,

4 children, and servant, Mrs Huiskinson and

child, Mr Piercy and servt, and Mr Sted-

ton.—From Marseilles, Mr and Mrs Kata-

vase, Mrs Friend, Mrs Cosse and infant,

Mrs Dourville, Hasimatsu, Panchefer,

Schaidt and servant, and Amelia Simchys

from Galle, Mrs Stanford and 2 children.

The following will be the hours of closing
the Mails, &c.

FRIDAY, 22nd Instant.

6 P.M., Money Order Office closes. Post

Office closes except the Night Box,

which remains open all night.

Saturday, 23rd Instant.

7 A.M., Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 A.M., Registry of Letters ceases.

Hongkong, June 9, 1877.

SHIPPING REPORTS.

The British steamer Amoy reports:

Had strong S.S.W. breeze and thick rainy

weather as far as Turnabout, and from

thence to port fresh breeze and fine wea-

ther.

The British steamer Ajax reports:

Fresh S.W. breeze and fine weather, left Shang-

hai 22nd May, arrived at Amoy 24th, left

25th arrived Foochow 26th, and left 10th

June.

POST OFFICE NOTIFICATIONS.

MAILS

then ran away. The complainant then managed to unfasten himself, and was returning to Wong-nai-choong. He saw the prisoners, and watched their movements. As they got near to some gardens close to Wong-nai-choong, the complainant expecting assistance called out "robbers" and some gardeners turned out to pursue them. The 2nd prisoner ran back towards Stanley, and was caught by the gardeners. He had on a jacket at first, but he threw it away, and this was picked up after his arrest. It was identified to have been the jacket stripped from the complainant. The 1st prisoner turned towards Wong-nai-choong and was apprehended by a Constable who happened to be taking rest under a tree on his return from Stanley. The prisoners were committed for trial.

SUPREME COURT. IN SUMMARY JURISDICTION. (Before His Lordship the Chief Justice Sir JOHN SNAPE.)

12th June, 1877.

Choy Chiu v. Tang Shing, \$342.22.—Mr. Sharp appeared for the plaintiff, and the claim was on a promissory note. It appeared that the defendant was not in the Colony, and substituted service of the summons was made on a brothel, wherein the defendant was said to have usually resided.

His Lordship decided that he could not hold a brothel to be the last place of abode of the man unless it was clearly proved. The case was consequently adjourned for proservice.

Shui Tak Kwong v. Ching King Sam, \$776.15.—Mr. Brereton appeared for the plaintiff, and Mr. Ng Choy for the defendant.

Mr. Brereton, in opening the case for the plaintiff, stated that this was an action to recover \$776.15, being the proceeds of certain goods shipped from Macao to Hong Kong, and sold by the defendant for the plaintiff's account under the following circumstances. The plaintiff was a merchant at Macao, carrying on business under the style of Hang Tai Hong. The defendant was a commission merchant doing business in Hong Kong under the name of Wing Wo Yuen Hong. On the 24th July 1876, the plaintiff shipped by the vessel *Alphington* the goods in question, to two persons named Chew See Kong and Ching Chui Tin, manager and salesman respectively in the Sing Woh Cheong Hong, Bonham Strand. These persons were not partners in the Hong, but employees only. When the goods arrived on the 1st September last, the Sing Woh Cheong had closed; the partners were not doing any business and the shop was under liquidation. A letter addressed to the two men accompanied the goods, the invoice of which was likewise forwarded. As the Hong ceased to do business, the two men to whom the letter was addressed, sent the goods to the defendant to sell on commission, with verbal instructions that the goods belonged to the plaintiff, and that plaintiff alone could receive the proceeds. They were sold, and when the plaintiff applied for payment, it was refused him. The defendant admitted that the goods had been sold, but that the money had been paid to a former partner in the Sing Woh Cheong Hong, who was a more student in the firm and had no share in the management of its business.

"Mr. Ng Choy, on behalf of the defendant, put in a general plea of non-indebtedness. He did not deny that the goods were sold but denied that there was any verbal notice that the goods belonged to the plaintiff. The defendant received the goods from another party altogether and without any notice whatever of ownership. The plaintiff was then put into the box to prove his case.

In the cross-examination, the plaintiff admitted that he had two other partners in the business. Mr. Ng Choy therupon applied for a non-suit with costs, as the summons was only taken out in the plaintiff's own name. One point of the defence was that the plaintiff was not the right party to sue.

A discussion here ensued as to dormant partners' names being necessary for inclusion in a suit, when the plaintiff cut the knot by admitting that one of the partners was an active member of the firm.

Finally Mr. Ng Choy withdrew his objection, and the summons was allowed to be amended. When the examination of the plaintiff was closed, the case was adjourned till Thursday next.

CORRESPONDENCE.

NIGHT PASSES.

To the Editor of the "CHINA MAIL."

Hongkong, June 12th, 1877.

Sir,—As one of the current topics of the day is the contemplated abolition of the night-pass system, permit me to say a few words in regard to it, and I will teach you and your readers to contrast them with what has been and may yet be put forward touching this, one of the vexed questions of the day.

The night-pass system was introduced subsequent to the outbreak of the Canton war in 1856, with which Viceroy Yeh has immortalised his name, and of which the only living remnant of the dramatic personae is Sir Harry Parkes. The characteristic feature of Yeh's proclamations regarding the "rebellious English," was the urgency with which his departed celestial Excellency called upon the "Braves" to take up arms and exterminate the barbarians, who were causing disturbance in the southern metropolis of His Celestial Majesty's Empire. In this Yeh succeeded to a very great extent, and enjoyed a hearty laugh at the burning of the factories, which event, as a matter of course, was followed by the desertion of the place, not only by the remaining foreigners but also by Her Majesty's naval forces. Emboldened by this success, Yeh appeared determined to "prosecute his victorious campaign" to this place, that his chuckling might be complete over the "extermination of the Barbarians into the great sea." Though the fugitives (I refer to foreigners) from the City of Nanking slept with more composed, but not altogether serene, minds in the "mansions" of Hongkong (as they were at the time, compared to the Old Factories), there were, nevertheless, "disquieting rumours" as our morning contemporary has intimated his leaders against Mr. Pope Hennessy's contemplated changes. Yeh's embassies were firmly believed to have come down from Canton bent upon mischief to this place; and the bread poisoning of January 1867, as might have been expected, not a little confirmed this belief. Even the pro-Chinese Governor of the time, Sir John

Bowring, with all his knowledge and experience of Chinese, felt himself not very secure in his quarters, and introduced the night-pass system, more to check the emissaries of Yeh from executing any of their nocturnal exploits than to prevent the respectable class of the Chinese from rambling about the streets after nine o'clock. I must here adduce, to that respectable class of Chinese, of this day, their interest in the real estate in the Colony, the present day in the proportion of a dwarf to a giant. Where was the rice trade in steamers at that time? Where was the trade in steamers to California and Australia, and who carried it on by the sailing vessels? Where were Chinese directors of insurance and steam-boat companies? That Chinaman never occupied such high and trustworthy positions before is very patent from the fact that the "philanthropist," Bowring put "cooks" and a vagabond on the same category as to the night-pass system. Subsequently, however, when Mr. Julian Pauncefote was the Attorney General, and when the native element began to show itself in various ways, he added an amendment to the night-pass Ordinance, by introducing annual passes to those who were recommended for such a privilege by the Registrar General. And what changes time has since wrought! Are our Chinese fellow-citizens of the present day nothing more than shopkeepers? Is it at all compatible with the position of those, who are directors and managers of companies, with large interests in real estate, to carry a pass with him after nine o'clock? In what part of the globe are there no thieves? I can indeed safely assume that nowhere else the weakness of its police in dealing with vice is made manifest as by the pass-system at this place. For argument's sake, if upon any of our leading Chinese merchants the Queen happens to confer the Order of C. M. G., & la Mr. Whampoa of Singapore, and if the night-pass Ordinance continues in operation, he must certainly carry a pass with him! The time has certainly come for a more considerate policy towards the Chinese in the dominion of Queen Victoria. Let the "Diner Out" and "Grandy" say what they like, for they got accustomed to the pass system by imagining it perhaps as a "pillar of fire," guarding their way home.

Yours faithfully,

1880.

THE UNOFFICIAL MEMBERS.

To the Editor of the "CHINA MAIL."

Hongkong, June 12th, 1877.

Sir,—In view of the present attitude of the Government and the Community, might I suggest that His Excellency the Governor has a good opportunity of reassuring the public mind by a judicious selection of the successor or "locum tenens" of Mr. P. Ryall as unofficial member in the Legislative Council? Although the choice does not rest with the Community, it is nevertheless generally made the medium of cementing the relations existing between Government and governed; and if, in the appointment now pending, Mr. Hennessy shows a proper and reasonable consideration for the larger interests of the Colony, he will do much to smoothen the course of his administration. Rumours point to more than one gentleman, as rumour will generally do; and it has even been whispered that Mr. Whampoa of Hongkong would be sought for and found, if such a person were within reach. I understand that all members of our Hon. Council must be born subjects of Her Majesty the Queen of England &c. The two leading English of the three members; while Messrs Birley & Co. and Messrs Turner & Co. have each alternately had the honour of providing a third member. Who fill worthily fill the modest shoes of the popular, public-spirited and energetic "Rupert of Debrett"?

Is it not a grave question that may at first sight appear. Shall His Excellency his to the Banks, to the Club Steps, or to the quiet mercantile offices? These are questions which I have frequently heard discussed over the walnuts and the wine; and as I thought you might like to know some of the ideas of dissenters, I at first intended to give you a few names who would not be canvassed. But I am a compassionate man, and like not to treat either on people's sensibilities or their toes; so I desisted. I shall intimate one or two names which have been mentioned as likely to be honoured, if you care to know the secrets of public rumour. A leading broker of considerable local experience has been freely "cast" for the character; while each of the managers of the three Banks whose residence in Hongkong dates back to the 60's have also been favourably spoken of as coming men; the remaining possible occupants of the post of honour being the senior partner of Pa-lee-hong, and two or three other gentlemen in a similar position in the mercantile community. When the dollar question was so warmly taken up recently, and the "sharp" controversy was raging loud and long, hints were dropped that a certain gifted Hongkong resident might be asked to step up higher; but that is not likely.

If you can gather up the sayings of the Oracle and give the eager community any scraps of information on this subject—just fancy the anxiety of a whole community of these coming men; the sharp controversy was recently, and the "sharp" controversy was raging loud and long, hints were dropped that a certain gifted Hongkong resident might be asked to step up higher; but that is not likely.

The night-pass system was introduced subsequent to the outbreak of the Canton war in 1856, with which Viceroy Yeh has immortalised his name, and of which the only living remnant of the dramatic personae is Sir Harry Parkes. The characteristic feature of Yeh's proclamations regarding the "rebellious English," was the urgency with which his departed celestial Excellency called upon the "Braves" to take up arms and exterminate the barbarians, who were causing disturbance in the southern metropolis of His Celestial Majesty's Empire. In this Yeh succeeded to a very great extent, and enjoyed a hearty laugh at the burning of the factories, which event, as a matter of course, was followed by the desertion of the place, not only by the remaining foreigners but also by Her Majesty's naval forces. Emboldened by this success, Yeh appeared determined to "prosecute his victorious campaign" to this place, that his chuckling might be complete over the "extermination of the Barbarians into the great sea." Though the fugitives (I refer to foreigners) from the City of Nanking slept with more composed, but not altogether serene, minds in the "mansions" of Hongkong (as they were at the time, compared to the Old Factories), there were, nevertheless, "disquieting rumours" as our morning contemporary has intimated his leaders against Mr. Pope Hennessy's contemplated changes. Yeh's embassies were firmly believed to have come down from Canton bent upon mischief to this place; and the bread poisoning of January 1867, as might have been expected, not a little confirmed this belief. Even the pro-Chinese Governor of the time, Sir John

already been entertained lately, arrived at Manila on the 1st June; she brought 65 persons deported there; three of them died during the voyage. A mad Chinaman jumped overboard and was drowned.

The *Esmeralda* arrived on the 1st June with \$78,000 in gold on board. The first and second prizes of the Manila lottery (\$40,000 and \$25,000 respectively), have fallen into the hands of the Government; the corresponding tickets were not disposed of by the time of the drawing.

The *Diario* says:—"We learn that it is in contemplation in London to ask from the Spanish Government a permission to construct a railway between Manila and Dagupan."

The Exchange on 29th May was:—On Hongkong, sight, 8½ @ 9½ discount; on Amoy, sight, 7½ per cent. dia.

The only charter effected is the British barque *Canning*, for New York, sugar at \$12.50, and hemp at \$3.75.

A letter from Batao, North Illoco, dated the 27th May, says:—"At the praya of Paquiotep, there appeared yesterday, upon a ridge of rocks, the steamer *Pampanga*, wrecked. Nothing was found on board besides the corpse of a Chinaman wrapped up in a piece of matting. The vessel was divided, documents, chattels, furniture, launches, boats, &c. The said praya is distant about half a league from the district of Bado, of this province."

News from Illoco is to the effect that the barque *Cosmopolis* was grounded on the 27th May while in port, under a severe rain and wind, but floated again next day on the rising of the tide, without any damage. There were no less than seven vessels to load sugar in port on the 31st May, which article is now quoted at \$7, but no more demand is made at present as the stock has been exhausted.

Mr Edward A. Young has been authorized to act as Vice-Counsel for the United States at Manila.

At 11.15 a.m. of the 2nd June, a shock of earthquake was felt, which continued for about 7 seconds only. Its movement was oscillatory from N.W.E. to S.S.W.

The Italian gunboat *Oriental Colombo*, which arrived at Manila on the 6th June, was the messenger of the news of another disastrous fire which destroyed the beautiful town of Molo, near Illoco. The fire occurred on the morning of the 2nd June, and the scene of the disaster was the principal road where large numbers of Chinese have their shops, all of which are now reduced to ashes; some fine houses were also destroyed. The loss of property was estimated by some to be about \$600,000, others say it amount to one million of dollars.

The following is the result of the sales of Philippine goods at the London market on the 26th and 27th April last:—

Coffee.—Out of 792 bags Manila offered, only 100 bags of the green class were sold at \$33, the rest was sold: Indian, 80s. to 83s.; the other kinds at 74s. to 80s. The only sale effected on the 27th was of 502 bags Indian, from 80s. to 81s. *Zamboanga* at 7s. 6d. per quintal.

Hemp.—There was great demand for this article, and the price has been improved in £2/10 per ton. Particularly was sold 1000 bales at £2/9; 500 bales of currant kind at £2/9, 60 tons about arrive at £2/9 10, and 500 bales in the way at £2/9 15. Out of 1411 bales Manila offered, 420 bales was sold at different prices, the superior from £2/15 10 to £2/7 5. The market has continued steady. During the week a sale of 2000 bales Cet 6 of long arrival was effected at £2/0.

Sugar.—On the 16th, 4,700 bayones good sugar was sold at £19 1/2; privately sold 200 tons *Taai* at £19 1/2. On 18th, 100 tons *Cebu* at 20s. sold privately at 20s.; 220 tons *Cebu* at 20s. 6d.; 200 tons *Iloilo* at 21s.; and 150 tons *Cebu*, about to arrive, at 20s. On the 19th, was sold 400 tons *Cebu* at 20s. 6d., and 600 tons ditto at 21s. On the 27th was sold 50 tons *Manta* at 26s.

China.

HANKOW.

Our letters from Hankow would be amusing were it not that there is a terribly anxious side to the question. We do not intend either to preach, to laugh, to remonstrate, or to sneer; it is not our business. We will content ourselves with laying before our readers the following representations, which are less opinions than facts. Tea worth 9d. and under in London, as old tea, have been purchased in Hankow at 1/- and over, as new. Tea worth 1/- and under in London as old tea, have been bought in Hankow at 1/- and over; while similarly, tea worth 1/- and upwards, again, the crop 1877-8 is about the worst on record; it also promises to be about the largest on record. Prices ruling in London in 1876-7 were probably the lowest on record. The settlements for the week ending May 24th aggregate over 15,000,000 lbs; and this is the largest week's business on record, being more than one fifth of the business of the entire season. Prices are in many cases 20 per cent over those ruling in London, and considering the wretched quality of the tea are quite as high as those of last year, if not higher. The buying which is now going on in Hankow is not business; it is gambling of the most reckless description, justifying almost unmeasured terms of condemnation. The infatuation which seems to have seized tea-buyers is unaccountable and extraordinary; and the only hope left is that their strange extravagances, coming on the top of the fearful depression at home, may culminate in a panic among tea-buyers, and then be easily taken at 2/- and upwards.

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STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton,

Also,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KASHGAR, Captain BAKER, will leave this on SATURDAY, the 16th June, at Noon.

For further Particulars, apply to
A. LIND, Superintendent,
Hongkong, June 4, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via
OVERLAND RAILWAYS, and TOUCHING
AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on MONDAY, the 18th June, 1877, at 2 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers' Tickets and Bills of Lading are issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 17th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Fraya Central.

RUSSELL & CO., Agents.
Hongkong, June 11, 1877.

julie

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL
AND

UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND

ATLANTIC STEAMERS.

THE E. S. "BELGIUM" will be despatched for San Francisco via Yokohama, on TUESDAY, the 19th June, at 2 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 18th Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 3, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 31, 1877.

julie

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES.)

Also,
PONDICHERY, MADRAS, AND
CALCUTTA.

ON SATURDAY, the 9th June, 1877, at Noon, the Company's S. S. AMAZONE, Commandant MORTZETTE, with MAILED, PASSENGERS, FREIGHT, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal cities of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 6 p.m. on the 22nd June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Consignments and value of Packages are to be registered.

For further particulars, apply at the Company's Office.

H. DU FOUST,

Hongkong, June 6, 1877.

julie

Mails.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

GENOCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang, and at Hong Kong.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Mines, on Goods on Board Vessel and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1877.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £65,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1877.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1877.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of
His Majesty King George The First,
A.D. 1730.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

FIRE Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

LIFE Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, July 25, 1877.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1877.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1877.

Insurances.

THE ON TAI INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

GENOCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang, and at Hong Kong.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

Direc-

tors.

LEE SING, of the Lee Sing Firm.

CHAN SHENG LI, of the Lee Yuan Firm.

WONG YIP FUN, of the Chi Cheong White Horse.

LOO YES, of the Lee On Firm.

FONG SOY FUNG, of the Tung Sang Wo Hong.

WONG PAK CHENG, of the San Tye Lee Hong.

PUW PONG, of the Wu Sing Firm.

Manager HO AMEL.

MARINE RISKS on Goods, &c., taken

at CURRENT RATES to AUSTRALIA,

CALIFORNIA, MANILA, SINGAPORE, SAIGON,

PEKING, and to all the TREATY PORTS of

China and Japan.

HEAD OFFICE, 46, Bonham Strand,

Hongkong, June 1, 1877.

Intimations.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has

been very much extended. The fol-

lowing are some of its Agents:

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office,

Luon Hing Street; Chui Heung Low Hotel,

Luon Hing Street; Kwong Tin Fat Shop, Yan

Tsai Street; Mr Ho Shun Chen, Tung Wen

Kwan; Yuen Fong Shop, in front of the

Provincial Treasurer's Yamen; How Yuen

Shop, Small Market Street, New City; Yee

Chung; Photography Shop, Honan; Kwal

Hung Shop, Sin Chong, Honan.

Swatow.—Sul Cheong Hong; Woh Shan

Loong Hong

Amoy.—Chin Cheong Hong, Mook Kak

Street.

Foochow.—Mr Yu Ching Cheong, Foo

show Armes; Mr Lui Kwok Ching, Marti-

time Customs.

Shanghai.—Mr Ng Ching Shun, Marti-

time Customs; Mr Ho Yiu Chuen, Marti-

time Customs; Mr Chui Sing Hol; Messrs

Jardine, Matheson & Co.; Mr Kwong

Chuen Fook, Educational Mission School;

and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime

Customs.

Hankow.—Yee